

ASSEMBLY BILL

No. 1447

Introduced by Assembly Member Waldron

January 6, 2014

An act to amend Section 39712 of the Health and Safety Code, relating to greenhouse gases.

LEGISLATIVE COUNSEL'S DIGEST

AB 1447, as introduced, Waldron. California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: traffic synchronization.

The California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law permits moneys from the fund be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments.

This bill would additionally authorize moneys in the fund to be used to fund traffic signal synchronization to the extent those expenditures are consistent with the above-referenced purposes.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 39712 of the Health and Safety Code is
2 amended to read:
3 39712. (a) (1) It is the intent of the Legislature that moneys
4 shall be appropriated from the fund only in a manner consistent
5 with the requirements of this chapter and Article 9.7 (commencing
6 with Section 16428.8) of Chapter 2 of Part 2 of Division 4 of Title
7 2 of the Government Code.
8 (2) The state shall not approve allocations for a measure or
9 program using moneys appropriated from the fund except after
10 determining, based on the available evidence, that the use of those
11 moneys furthers the regulatory purposes of Division 25.5
12 (commencing with Section 38500) and is consistent with law. If
13 any expenditure of moneys from the fund for any measure or
14 project is determined by a court to be inconsistent with law, the
15 allocations for the remaining measures or projects shall be
16 severable and shall not be affected.
17 (b) Moneys shall be used to facilitate the achievement of
18 reductions of greenhouse gas emissions in this state consistent
19 with Division 25.5 (commencing with Section 38500) and, where
20 applicable and to the extent feasible:
21 (1) Maximize economic, environmental, and public health
22 benefits to the state.
23 (2) Foster job creation by promoting in-state greenhouse gas
24 emissions reduction projects carried out by California workers and
25 businesses.
26 (3) Complement efforts to improve air quality.
27 (4) Direct investment toward the most disadvantaged
28 communities and households in the state.
29 (5) Provide opportunities for businesses, public agencies,
30 nonprofits, and other community institutions to participate in and
31 benefit from statewide efforts to reduce greenhouse gas emissions.
32 (6) Lessen the impacts and effects of climate change on the
33 state's communities, economy, and environment.
34 (c) Moneys appropriated from the fund may be allocated,
35 consistent with subdivision (a), for the purpose of reducing

1 greenhouse gas emissions in this state through investments that
2 may include, but are not limited to, any of the following:

3 (1) Funding to reduce greenhouse gas emissions through energy
4 efficiency, clean and renewable energy generation, distributed
5 renewable energy generation, transmission and storage, and other
6 related actions, including, but not limited to, at public universities,
7 state and local public buildings, and industrial and manufacturing
8 facilities.

9 (2) Funding to reduce greenhouse gas emissions through the
10 development of state-of-the-art systems to move goods and freight,
11 advanced technology vehicles and vehicle infrastructure, advanced
12 biofuels, and low-carbon and efficient public transportation.

13 (3) *Funding to reduce greenhouse gas emissions through traffic*
14 *signal synchronization, which decreases congestion and improves*
15 *traffic flow by minimizing stops, delays, fuel consumption, and air*
16 *polluting emissions.*

17 ~~(3)~~

18 (4) Funding to reduce greenhouse gas emissions associated with
19 water use and supply, land and natural resource conservation and
20 management, forestry, and sustainable agriculture.

21 ~~(4)~~

22 (5) Funding to reduce greenhouse gas emissions through
23 strategic planning and development of sustainable infrastructure
24 projects, including, but not limited to, transportation and housing.

25 ~~(5)~~

26 (6) Funding to reduce greenhouse gas emissions through
27 increased in-state diversion of municipal solid waste from disposal
28 through waste reduction, diversion, and reuse.

29 ~~(6)~~

30 (7) Funding to reduce greenhouse gas emissions through
31 investments in programs implemented by local and regional
32 agencies, local and regional collaboratives, and nonprofit
33 organizations coordinating with local governments.

34 ~~(7)~~

35 (8) Funding research, development, and deployment of
36 innovative technologies, measures, and practices related to
37 programs and projects funded pursuant to this chapter.

O